1950-51 **File No.** S-23

P.W. **DEPARTMENT**
M **BRANCH**

B ~~CLASS~~

**Subject:—** Construction of a New Pile Pier at Karwar

42

**File No.** S-23 MB

2164—70,000—11-52—R2
G.R., G.D., No. 2408, dated 22-6-22.]

Std. Sectt. 78A e.

Correspondence

# DOCKET SHEET (B)

*Subject :—*

File No._____

_____ DEPT.

_____ BRANCH.

*References :—*

| Date. | To whom sent. | Notes and instructions. |
|---|---|---|

Office of the P.S. to H.M.P.W.D.

Subject:- The construction of Jetty at Karwar.

I am writing this note with the object of drawing the attention of the Government to the long-felt need for having a suitable jetty constructed at Karwar harbour at an early date. When H.M.P.W.D. had visited Karwar in December 1949 he was shown the condition of the jetty. He atonce understood the need of the people and even referred to that question in his reply to the address given by the Karwar Municipality. The existing jetty seems to have been about a century old and has been absolutely useless for trade and transport, with the result the trade that has been developing in the hinterland is never attracted to the Karwar Port. I have reliably learnt that a move is being made by the Karnatak Chamber of Commerce to the effect that the trade of the hinterland should be diverted via Karwar Port instead of by railway as is being done today. I have also learnt that negotiations are also being made with the B.S.N.Co to procure certain trade facilities for the goods to be sent via Karwar Port. I have also learnt that the diversion of trade via Karwar Port would be cheaper than by railway and would be less cumbersome at least during the fair weather. It is natural therefore that Karnatak Chamber of Commerce should take interest in having the minimum facilities provided for at Karwar harbour.

It is very unfortunate that the importance of Karwar Port together with its vast rich hinterland is not promptly recognised. The importance, on the contrary, of any port is being assessed by reference to the existing trade and not by reference to the vast possibilities of development of port and industries in the vicinity of the port. A quotation cited by the Author of the Book " Karwar & Kanara Ports", which book is sent herewith for ready reference, from page eleven of the book, will bring out the importance of the port and hinterland clearly. The quotation is from the report of Sir A.Cotton, Commandant of Engineers( vide Parliamentary Papers, India Office, April 1859) Sir A Cotton says " I think we may safely say, there is scarcely a harbour in the world that has a more remarkable collection of advantages than this would have, considering (1) its position in respect of sea and the country, (2) its security;(3) its accessibility by sea;(4) its improvability;(5) its climate;(6) its connection with internal communications; (7) its sanatorium in the neighbouring hill and (8) its freedom from any draw back. That such a Harbour should be placed opposite such an opening in the Ghats leading to such country with facilities for internal communication, is most remarkable and it would seem to be madness to neglect so great advantages". The various other quotations cited by the Author of the Book in the chapter two of the book will bring to light the vast scope for development inherent in the proposal to develop Karwar into a Major Port. My object in referring to the

above quotations is only to show that a case for development of the port should not be examined only by reference to the existing trade and secondly to show that absence of any facilities, such as internal land communication, a strong jetty, dredging etc was the sole cause of the trade having not developed on the Karwar harbour. My object at the present juncture is not to impress upon the Government the merits of Karwar as a Major Port but only to bring home the urgent need of providing the minimum facilities at Karwar so that diversion of trade be stimulated to a natural extent and may encourage further expansion. All possibilities of development are there e.g., a good road system, rail communication, electricity, industrial resources etc. With these wide possibilities, the building of good export & import trade at Karwar Port is not a remote possibility as some are prone to think. Much of the timber export trade from the Kalinadi valley, which could have been by sea tremendously cheaper, is being carried on by rail in the absence of port facilities at Karwar.

I therefore think that an immediate survey should be undertaken from the point of view of providing the minimum facilities, as a minor port in the first place, at Karwar, including the consetruction of jetty, docking facilities, loading and unloading facilities and dredging in the mouth of the Baitkal Cove and inside it. An immediat

survey may be possible of all the above things, but sometime may pass before the jetty and dredging are provided for. All the same the need for having those facilities provided for as early as possible in the interest of the area and the Province can not be lost sight of.

The book ' Karwar & Kanara Ports" which is affixed hereto is not a biased or exaggerated account, as it was written by an outsider, having no interest in that part of the area. He is purely inspired by the merits of the Port, the historical references and facts and figures . The maps and statistics given at the end of the Book will help the undertaking of survey to a large extent. The writer was also a member on the Port Committee appointed by the Bombay Government. The book was got published by the Karwar Port Committee with Kaka Kalelkar as the Chairman and late Sjt. R.S.Padhedri vice Chairman.

For report
19/8
P.S to H.M.P.W.D

Supdg. P.W.D. 19/8

19/8
1 50

P. W. D.
File No. S-23
Serial No.

S.23

P. W. D.

M.B.

Submitted.

2. The P.S. to the H.M., P.W.D. has forwarded a copy of book "Karwar and Kanara Ports" written by Shri K. Kumar and suggests that survey work may be undertaken immediately at Karwar for providing minimum facilities, such as, construct of jetty, loading and unloading arrangements, docking facilities, dredging in the mouth of the Baitkal Cove and inside it, etc.-

3. (a) The Bombay Minor Ports Committee 1937, had recommended to construct a waiting shed for passengers at Karwar. The Committee also recommended the dismantlement of the wooden portion of the screw pile pier at Karwar as the wooden portion of the existing pier had become old and rotten.

(b) The West Coast Major Port Development Committee has opined that Karwar cannot be a site for a new major port on account of the following disadvantages:-

(1) Its geographical position in relation to the hinterla

(2) Its proximity to Mormugao, only 40 miles away and which is already served by a Ghat Railway

(3) The construction of the port may result in a dredgin problem of some magnitude, owing to the proximity of the Kalinadi River

(4) Longer railway haul. Karwar is 44 miles further from Bhadravati than Malpe, and 38 miles further than Bhatkal

(5) The present trade of Karwar is only 4500 tons per annum and there is little likelihood of the port attracting new traffic. The Committee has, however, recommended that certain facilities, such as jetties passengers shed, and sanitary arrangements are necessary at the Kanara ports and particularly at Karwar.

(c) The Collector of Central Excise, Bombay, has made the following suggestions in respect of Karwar port in the statement regarding improvement of minor ports in the State of Bombay

(1) Reconstruction of pier.

(2) Dredging alongside the pier so that coastal steamers and country crafts may anchor along side the pier.

(3) Construction of additional ~~x~~ jetty.

(4) Providing sheds for storage of goods.

4. The question of improving the conditions of minor ports is under active consideration. In the minor port meeting held on the 25th July 1950, it has been decided to appoint a suitable staff for carrying out the marine surveys of the minor ports lying on the west coast of Bombay State. When organisation for marine survey ~~staff~~ is ~~x~~ established, the claim of the Karwar port will be duly considered on its merits. In this connection it may be stated that the Collector of Central Excise, Bombay, has also been requested to state the location and the approximate cost of works contemplated during the year 1951-52, so that necessary provision can be made in the Budget Estimate for the ensuing year.

4-9-50.

The question of marine survey. is rather different from that of repairing the existing jetty. Abh for a report from the E.E. Karwar Dn through the S.E. in the first instance

L.D.C.

VA/9/9/50.

P.S. to H.M.

Original in C.B.O. file

7

2191/48

Office of the P.S. to H.M.,
P. W. D.

Please refer to my note dated 31st January 1950 on the letter addressed to H.M., P.W.D., by Sjt. Shamshuddin and others of Bhatkal Petha and also to H.M.'s speech delivered on the 18th December 1949 in reply to the Karwar Municipality Address. H.M. in his speech on page eight in para. 3rd says as follows:- "So far Sharawati River is concerned we shall have to wait three years or more but it is proposed to see if the ferry crossing on it could be moved to where the river is the least wide and to provide a motor launch. Sjt. Shamshuddin too had referred to the same demand in their letter and wanted the Govt. to attend to it urgently. I had said in my note as below:-

But bridging the Sharawati river is an affair that may require a big amount of money under which circumstances the H.M., P.W.D. was sympathetic to making better facilities for crossing the river such as extending the road to the western side so as to cut short the crossing distance of the ferry, providing the landing stage, keeping the motor launch etc." Sjt. Shamshuddin was reminded us recently of the urgent demand by his letter written in the month of May.

I have prepared this note in order to bring home to the Deptt. the urgent need of making provision for the above things in the next Budget. It may not be possible to construct a road immedat- but ...

Secretary will please discuss these three notes from the Parl. Secy. Shri Prabhu.

Id.J.N.M.
23.8.50

We should try and see if we can arrange for a motor launch for the Sharawati River next year. The cost may be worked out. Landing arrangements would have now to be thought of at the same time.

Id.J.N.M.
23.8.50

but a motor launch could be provided and a landing stage too could be built.

H.M., P.W.D./, wants to examine the position in the light of urgency expressed above.

Incidentally I draw the attention of to the urgency of providing a bridge at Aganashini river a little downstream from the source in Siddapur Taluka. This question has been pending for a long time. The D.L.B., Kanara, M.L.As. and others have expressed the urgency of those bridges Sjt. Gopi and myself have exhaustively written about them.

Finally I refer to my note on Hattikeri bridge dated 22nd of May 1950.

All these questions need to be examined from the point of view of their being provided for the next earlier Budget proposals.

Sd/-

Shri S.H.Shastri, M.L.C. tells me that for the North Canara Dt. as a whole it would be more helpful to have a bridge over this river than over the river Venkatapur, as the bridge over the former would connect the Dist. with Hubli. Bridge over the Aganashini River would no doubt cost more than that over the Venkatapurs; but it would fetch larger income in the way of toll.

Id:J.N.M.
23.8.50

2/6

P.S. to H.M.,P.W.D.

To
The Secy., P.W.D.

Discussed with H.M.

(A) Please note on the proposal to put in as new items for the budget of 1951-52 the following:-

(i) Bridge on Aganashini River (Are P.& E. ready and what is the likely cost &c.)

(ii) Motor launch on Sharawatiriver with appurtenant works of landing stages.

(B) Report be called or expedited* (where already called) re.-

(i) Karwar Jetty.
(ii) Hattikeri Bridge.

*(papers below)

Id.G.V.B.
24/8

2
GJP.
25/9/50

9 S.RB

M. B.

Resubmitted with ref. to the Secy's note dt. the 24.8.50. p. 8

2. The Ex. Engr., Kamara Div. may be addressed as per draft put up - for approval

3. In view of this, no action is perhaps necessary on the Dy (R&B)'s note dt. the 20.9.50 p 6

file.
11.10.50.

13.10

Dy (R&B)

S. 23

11

No. S:23-M. Letter

A. W. D.,

B. C. (Bombay No. 1)

16th Oct. 1930.

To

The Ex. Engr., Kanara Dn.

Sub:— Construction of a jetty at Karwar.

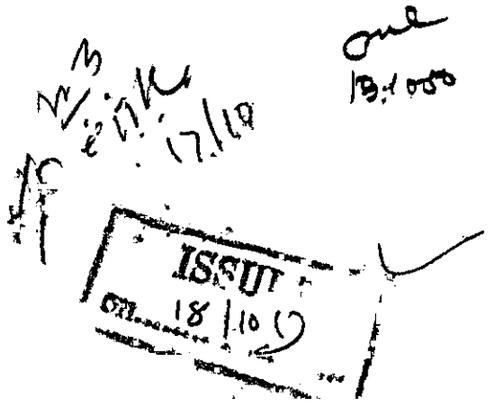
Govt. has under consideration a proposal re. construction of a jetty at Karwar. You are therefore requested to submit thro the S.E.S.E. a detailed report ~~Nil.~~ in the matter at a very early date.

My order etc

~~D.S. to Govt.~~

Copy to the S.E.S.E. for information

One 13,000



M.B.

P.W.O.

The Ex-Engrs. Kamara Div.; Expedite
under No. S.23-M Dt. the 22nd
Nov. 1950.

16/11/50

20/11/50

Issued
24/11

M.B.

The Ex-Engineer Kamara Division
Expedite under no. S-23M dt. the
Dec/1950. 4th Jan. 1951.

4/1/51

2/1/51.

21/12/50

No.Kan-3/PB

Office of the Ex.Engr.K.Dn,
Karwar 15th January 51.

To

The Secretary to Government,
Public Works Department,
BOMBAY No.I.

Subject:-Construction of a jetty at Karwar

Reference:-G.L.No.S23M of 16-10-50 and subsequent expeditors of S-23M of 22-11-50 and 4-1-51.

A detailed report on the above subject has already been submitted to Superintending Engineer,S.C. under this office No.Kan-3/PB of 25-11-50.

VBJ.13/1.

Executive Engineer,K.Dn.

Copy f.w.cs to the Superintending Engineer S.C.in continuation of this office No.Kan-3/PB of 25-11-50 for information.

S.23/5499 14

M.B.

Avail. till 15/2/51

Item is spirit item of E.

27.1.51 S.E., ... necessary. A.A.S.

29.1.51

ISSUED 6/3/51

M.B.

The S.E., S.C., Lahore requested with reference to Ex. Engr., Kamara's No. Kam/3/B, dt. 15-1-51, under No. S.23/5499-M, dt. 6-3-51

5/3/51

M.B. 22/1

P. W. E.
File No. S-23.
Serial No. 5499

REPORT REGARDING CONSTRUCTION OF JETTY AT KARW

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PRELIMINARY:- Karwar in north latitude 14°-50' and east longitude 74° 15' is the head quarter of the District of North Kanara and is situated on the West Coast nearly 300 miles seuwth of Bombay.The following extract from the Gazetter of the Bombay Presidency Vol.XV Part II regardin the Karwar harbour will be of interest.

"The chief merit of Karwar is its spacious harbour the only first rate harbour on t Western coast between Bombay and Colombo.It offer every convenience for shipping at all times of th year.From 10° west of north round by east and south to 280° West the harbour is formed and sheltered by the mainland.From 80° West towards the North the harbour is open to the sea .From North West towards North about 2.2/3 miles from the anchorage,the islands of Devgad and Kurmagad form a natural break water about 1000 yards long. The Oyster rocks which lie a few degrees north of West are more than 3 miles from the anchorage From the low sandy beach which stretches nearly north and south, a spur of the Karwar hills runs west into the sea for about 2.1/6 miles.The end of this spur which is detached and has a greates height of 640 feet above the sea hawk is calle Karwar head.It is about 1500 yards broad and is joined to the mainland by a low isthumus 500 yar wide.The sea thus intervenes between Karwar hea and the main lands for nearly 1000 yards and thi inland bay which is shallow at its upper end and has 15 or 16 feet of water at low tides at its mouth is called Baithkol cove.This cove affords complete protection to native craft and at all seasons small steamers can anchor at its mouth in perfect safety.Karwar port where steamers and ar vessels are moored or lie at anchor is outside B Baithkol cove.The port is well protected by Ka Head from West to South and is therefore fair sheltered from the South West Monsoons.The soundings in the protected area of Karwar p g a depth of twenty two feet at low water spr tides.Ten or twelve vessels drawing not mo than 17 or 18 feet can find room in the port at time and fair shelter at all seasons.Vess draw. ing 20 to 22 feet can safely load in fair weather with smooth water.

Karwar is thus well adopt Natur to be developed as a Major port .The a ges ca be briefly given as follows:-

1) It is a bay port and not a ri creek port.

2) It has a spacious harbour,on rate one between Bombay and Colo

3) The entrance is safest with nearly 40 fee of water depth, the maximum required.

4) It possesses an inner cove(Baithkol) with 15' of water.

5) It is sheltered by small islands.

6) No river directly falls into it and therefore there are no difficulties of sand bass, silting etc.

7) It is protected from the South West by th huge Karwar head height 640 feet.

8) There are no cyclones.

9) No strong currents or heavy swells.

10) Stone and timber is available in large quantities.

11) It is capable of being developed in stages.

12) The tidal range is 7 feet.

In as early as 1855,Sir Arthur Cotton, Commandant of Engineers has declared as follows:-

> " We may safely say there is scarcely a harbour in the world that has a more remarkable collection of advantages tha Karwar would have and that it would be as cheap a place of shipment as any other in the World."

PRESENT PIER:-

The present landing facilities at Karwar consist of a pier and a wharf wall on both its flanks.(vide blue print) .The pier is nearly 90' long and 45 feet wide with two side quadrants as shown in the sketch.It consists of iron screw pile with horizontal bracings with a wooden surface, supported on wooden beams.The pier is very old and in an unsafe condition as the piles have been eate away by the action of salt water and a portion of the platform is missing.The pier is used for the embarkation and disembarkation of passenger traffi (one big steamer runs between Bombay and Mangalore and runs once bothways in a week.The steamers stop nearly a mile from the pier and the passengers are brought and taken through"Padavas") while the whar is used for the loading and unloading of cargo through country crafts. ~~The average traffic at Karwar port is tons per year.~~

boulders where necessary shall have to be constructed and they will cost Rs 25000/- approximately.In the case of a new jetty in place of the existing pier these works are not necessary but a lump sum provision of Rs 5000/- or so will be required for dismantling the existing pier etc.

The exact location of site for a new jetty and its dimensions as well as desig shall have to be determined after ascertaining the requirements of the Central Excise Department as it will depend upon the suitability for landing and movements for navigation , the traffic proposed to be provided and after this is decided the necessary data such as depth of water, the nature of the substrata below the bottom of sea etc. shall have to be collected before the design can be decided and plans and estimates prepared.In any case the cost of providing a new jetty with R.C.C.piles and decking of the size of the present pier will be Rs two lakhs approximately.

Madkaikar 23/11

Executive Engineer,
Kanara Division.

VBJ.22/XI

23.11.56

As the existing screw pile is in a delapidated and dangerous condition the Collect of Central Excise under his letter No.XI/2-3/4 dated 26th January 1949 remarked that it was necessary to reconstruct the pier with cement piles and cement surface so as to be useful for both passenger and shipment of goods and requested this office to furnish inspection report with the plans and estimates for the same.A report was submitted under this office No.Kan-3/CB of 28th February 1949 suggesting that Mr.Rambrahman the Central Department Ports Engineer who was investigating the port in detail by soundings and borings be consulted and the site whether the present one or a new one should be got fixed from him.The Collector of Central Excise under his No. XI/2-3-49 dated 29th August 49 however reported that the Landing and Wharfage Fees Fund Committee in their 71st meeting held on 15th June 1949 opined that the proposal of constructing a new concrete and masonry pier on the site parallel to the pier base contour as suggested by this office is not for the immediate future and is beyond the scope of the Landing and Wharfage Fees Fund and that a plan and an estimate for a new structure on the site of the present pier should called for.This office thereupon submitted under No.Kan-3/CB dated 4th January 1950 a report to th P.W.D.Secretariat pointing out the necessity of collecting requisite data involving boring etc. a submitted a survey estimate amounting to Rs 7633/- This was forwarded by the P.W.D.Secretariat to the Collector of Central Excise under its No.1625/48D dated 11th March 50 with a request to arrange for immediate repairs to the existing piers in view o the time likely to be required for the constructi of the pier.An estimate amounting to Rs 23066/- for urgent repairs to the pier has also been sent to the Collector of Central Excise under this office No.Kan 3/PB of 31-8-1950.

Hill

PROPOSED JETTY:-

Although thus the question of constructing a pier at Karwar is under correspondence the present Government letter dated 16th October 1950 only states that Government has under consideration a proposal regarding construction of a jetty at Karwar without making any reference to the previous correspondence.It is not therefore clear whether the report asked for is for the same pier or for an additional new jetty.In case a new jetty is to be constructed it shall have to be located either at X or Y as marked on the blue print.Jetty at Y requires the construction an approach road costing Rs 50000/- approximately The cost of a new jetty 100' long x 50' broad will be nearly Rs 150000/- at the approximate rat of Rs 1500 per Rft.In the case of a new jetty sev additional protective works such as a wharf wal on the two flanks and dumping and removal of

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29

boulders where necessary shall have to be constructed and they will cost Rs 25000/- approximately.In the case of a new jetty in place of the existing pier these works are not necessary but a lump sum provision of Rs 5000/- or so will be required for dismantling the existing pier etc.

The exact location of site for a new jetty and its dimensions as well as design shall have to be determined after ascertaining the requirements of the Central Excise Department as it will depend upon the suitability for landing and movements for navigation , the traffic proposed to be provided and after this is decided the necessary data such as depth of water, the nature of the substrata below the bottom of sea etc. shall have to be collected before the design can be decided and plans and estimates prepared.In any case the cost of providing a new jetty with R.C.C.piles and decking of the size of the present pier will be Rs two lakhs approximately.

Executive Engineer,
Kanara Division.

VBJ.22/XI

23.11.50

No.Kan.3. Letter Public Works Department,
Belgaum: 2 March 1951.

From

The Superintending Engineer,
Southern Circle, Belgaum.

To

The Chief Engineer,
Public Works Department, Bombay.

Subject :- Construction of a jetty at Karwar.

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Reference: Government Letter (Public Works Department) No.S.23-M, dated 16-10-1950, addressed to the Executive Engineer, Kanara Division, and copy endorsed to this office.

M 15-29

2. The report of the Executive Engineer, Kanara Division, on the above subject is herewith submitted.

3. It is reported by the Executive Engineer, Kanara Division, that the question of constructing a pier at Karwar, for landing facilities, is under correspondence (vide page 3 of his report). The Government Letter under reference, however, does not refer to the previous proposal. This being so, the Executive Engineer has submitted a report on the feasibility of constructing an al-together new jetty at the places X and Y marked on the blue print maps (enclosed).

4. I have no further remarks to make in the matter.

D.A.:

1. Report in duplicate.
2. Blue prints in duplicate.

GRM.1/3.
3.

Superintending Engineer, S. C.

P. W. D.
File No. S-23
Serial No. 20271

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33

M. B. Public Works Department

These papers deal with the question of constructing an additional jetty at Karwar. Attention in this connection is invited to the notes on pp. 5-6 ante and the Secy's note on p. 8 ante. The Ex. Engr., Kanara Dn. was according asked to submit a detailed report in the matter. The Ex. Engr report has now been received and will be found at pp 15-27 ante.

2. The existing landing facilities at Karwar consist of a pier of 90' x 45' and a wharf. The pier has iron screw piles with horizontal bracings with a wooden surface. It is an old one and is in an unsafe condition. The piles of the pier are affected by the salt water and a portion of the platform is missing.

3. After an inspection of the jetty at Karwar in 1949, the Collector of Central Excise reported that, in view of the dilapidated and dangerous condition of the Jetty, the Ex. Engr. on examining the scheme replied that the construction of a new screw pile pier will require survey and collection of data which will take an appreciable amount of time. He, therefore, suggested that the urgent repairs such as replacement of wood work, etc., to the existing pier may be carried out departmentally in the meanwhile. The Collector of Central Excise was accordingly requested to carry out the said repairs. These papers may now be shown u.o. to the C.C.E. for remarks.

Thro' D.E.(R)-I

3.4.51

Vsm/3/4/51.

I do not gather what information is required from C.C.E.

It is clear from his letter No. I/1/2-3/49 dated 6.10.49 that a new pier is to be built at the side of the present pier and on its replacement as it has deteriorated

× Fit A
File 1625/48 I
p 5
/ the Ex. Engr. Kanara Dn. was asked with the cuncurrance of the Landing and Wharfage Fees Fund Committee to submit plans and estimates for a new structure on the site on which the present one stands. The

⊗ —do— p 9

—do— p 115

D.S. (R+S)

u.o.

× —do— p 5 ante

Secondly he has stated that there is no danger of the oil settling, the present heel having stood for years. Hence the course of action is clear.

In his report, the EE has stated that ~~under~~ a survey estimate amounting to Rs 7655 has forwarded by Govt to the C.C.E. under No. 1660/48 D dated the 11.3.50. What has happened to the IIA estimate? The question is also whether any survey is necessary

The only doubt I have is whether the new work should be in R.C.C. Looking to the failure of the heel at Mora, I think, it will have to be considered whether a steel heel would not be better. The present steel heel has lasted a good many ~~as~~ 40 years.

Just take up the point in A.

2/10.4.51

Sir

* File 625/48 p 115

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M.B. P.W.D.

Resubmitted with refce. to the D.S. (R+B)'s note on pp 33-34 ante.

2. The survey estimate, amounting to Rs 7,633/- in connection with the proposal of reconstructing the screw pile pier at Karwar, was forwarded* direct to the Collector of Central Excise, Bombay, by the Ex. Engr., Kanara Dn. The Landing and Wharfage Fees Fund Committee considered the estimate and resolved to inquire with the Ex. Engr. as to whether the survey was absolutely necy. The C.C.E's letter in this connection was forwarded# to the Ex. Engr., Kanara Dn., the Ex. Engr. has since reported® that he had approached the C.C.E: asking for old record drawings of the existing pier and that he was awaiting their receipt. The Ex. Engr., has since been expedited*, the last expeditor being on 11-4-51. In the circumstances, the C.C.E. may see these papers in the meanwhile no. 2 for remarks as proposed in the D.N. dated 3-4-51.

X Ltr A to 1325/48-I, 176 otherwise marked 'A'

#1 Slip B to 3366/48 p 10 of C/S

— do — p 9 of C/S

— do — p 4 of N/S

p 33

EXC

862

APR 23 1951

20-4-51.

D.S. (Rlys)

D.O. to the Collector of Central Excise 23-4-51

Below Note 35 S/23/2071 dated the 20th April,1951
from the Government of Bombay, Public Works Department, Bombay.

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Returned unofficially.

2. In his note 44 15-29 dated the 23rd November,1950, the Executive Engineer,Karwar has described the advantageous position of the Karwar Port. The question of developing Karwar into a major port is not an immediate problem. That question can be decided on its merits later. What is required to be done immediately is to provide reasonable facilities for the shipment and landing of goods and passengers. At present the screw pile pier is in a dilapidated and dangerous condition. It was originally built in 1872 and has out-lived its utility. As the screw piles have corroded, it would be wasting money to repair the super-structure as proposed by the Executive Engineer. The pier requires to be dismantled completely and a new reinforced concrete pier constucted on the same site. I do not think that any survey is necessary for putting up a reinforced concrete structure on the site on which the present screw pile pier stands as the existing structure constructed as far back as 1872 has stood the test of time. No siltation has taken place at the pier all these years and as it is situated in a fairly sheltered position, there is no chance of any siltation occuring in the future. As observed in the notes in this file, Karwar port has been practically neglected all these years. It is therefore necessary to give priorty to the construction of a suitable reinforced concrete pier at Karwar in order to provide the minimum facilities required for passengers as well as cargo. I do not think it is necessary to survey any other site for the construction of the proposed pier. Govt. may therefore issue instructions to the Executive Engineer not to delay the matter further but to have the necessary plans and estimates prepared as early as possible. It is likely that the present pier will crumble to pieces in a year or so and this may even involve danger to life and property. Even if there is no danger to life or property the inconvinience that is likely to be caused to the travelling public cannot be overlooked in the event of the present pier crumbling to pieces. Any further delay in taking this work in hand must necessarily be avoided.

ASK:15/5
JS:17/5

Collector of Central Excise,
Bombay.

U.O.R.No.XI/2-3/49, dated the 18th May,1951 forwarded to the Govt. of Bombay,P.W.D., Bombay.

M
23/5

P. W. D.
File No. S.23.
Serial No. 44706

M

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S.23/44706.

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P.W.D.

M.B.

Submitted with reference to this Deptt. l.o.r. No. 35 dated 23-4-51.

2. In view of the position explained by the Collector of Central Excise, Bombay, the Ex. Engr., Kanara Dn., may be requested to expedite submission of the plan and estimate for the work of constructing a new pier at Karwar as per draft put up for approval by 28.5.51 No. 37 No. 41

Dy. (Rly.s)

29/5

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S.23/44706

No. S.23/44706-M. Letter.

P.W.D.
B.C. (Bombay No. 1)
30th May 1951

To

The Executive Engr.,
Kanara Dn.

Subject:- Plan and estimate for the construction of a new screw pile pier at Karwar.

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Refee: your letter No. Kan. 3*/PB/1, dt. 15-1-51, and Govt. reminders No. 3366/48-M, dated 3-3-51, 11-4-51 and 23-5-51.

* File 3366/48 p 9 c/s.

⊗ — do — p 4 of N/s

2. A copy of U.O.N. p 37 No. XI/2-3/49, dated 18-5-51, from the Collector of Central Excise, Bombay, is forwarded herewith, and you are requested to submit the plan and estimate for the work of constructing a new screw pile pier at Karwar to the Collector of Central Excise, Bombay, at a very early date.

D.A. Copy of U.O. refd to.

By order of the G. of B.

D.S. to the G. of B., P.W.D.

Copy to the C.C.E. for information with refee. to his U.O. No. XI/2-3 p 37/49 dt. 18-5-51.

Issued 2/6/51 ff
* with D.A
28.5.51

S.23/44706

U.2

The letter to be issued

However I do not see any reason to not
construct R.C.C. pier with precast
caissons such, provided the depth of
soil foundation is not great.
E.E. may find out from the soil
drawings the feasibility of using precast
caissons or precast R.C.C. pile for
~~wing~~ foundation

Dy Secy. Mr Choksi may see the
note on his return from leave
for further action.

M.S.

N.B.
Resubmitted as directed
above for orders, if any.

22.6.51.

Await reply from the E.E

D.S. (R&B)
W.L.6

For